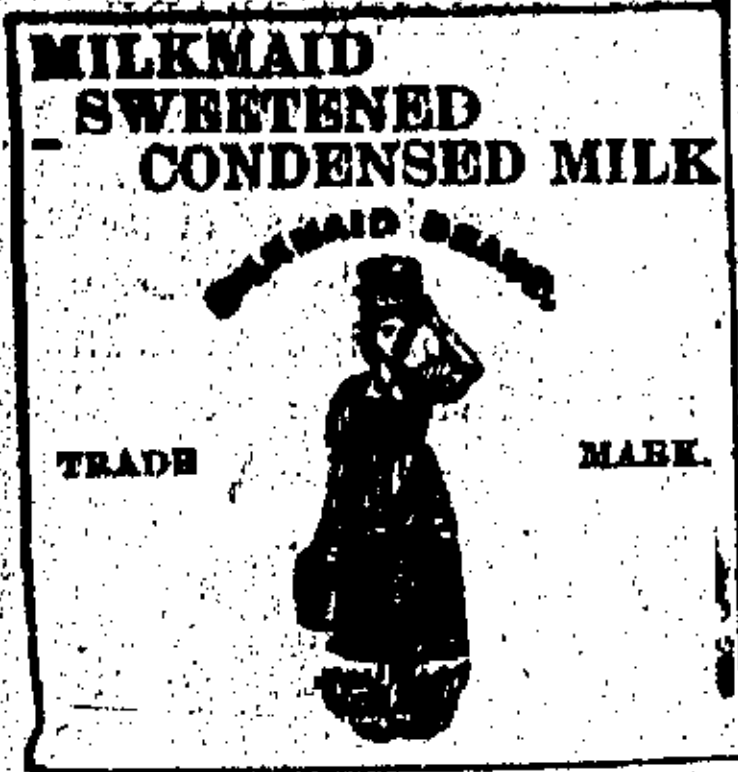




Hongkong Daily Press.

ESTABLISHED 1857

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日三十二月六年寅甲

HONGKONG, FRIDAY, AUGUST 14TH, 1914.

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號四十月八年三國民華中

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In Bags 250 lbs. net.
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General Managers.
Hongkong, 9th June, 1914. [805]

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(MITSU BISHI CO.)
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No. 2 Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [614]

SIEN TING.

SURGEON DENTIST.
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TERMS VERY MODERATE.
Consultation Free.
Hongkong, 20th March, 1914. [442]

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Hongkong, 16th April 1914. [559]

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Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
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Hongkong, 18th April, 1914. [58]

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TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " " 10 " "
10.00 " " 11.00 " " " 15 " "
11.30 " " 12.45 p.m. " " " 15 " "
12.45 p.m. to 1.15 " " " 10 " "
1.15 " " 1.45 " " " 10 " "
1.45 " " 2.15 " " " 10 " "
2.15 " " 2.45 " " " 10 " "
2.45 " " 3.00 " " " 15 " "
3.00 " " 3.10 " " " 10 " "

NIGHT CARS.
8.00 p.m. and 8.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m.
Every Quarter-Hour.

SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " " 10 " "
11.30 " " 12.00 noon " " " 15 " "
12.00 noon to 1.00 p.m. " " " 10 " "
1.00 p.m. to 3.00 " " " 15 " "
3.00 " " 3.00 " " " 10 " "
3.00 " " 3.00 " " " 15 " "
3.00 " " 3.10 " " " 10 " "

NIGHT CARS as on Week Days.

SATURDAYS.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 25th May, 1914. [502]

OREGON PINE.

THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Hongkong, 27th June, 1914.

[728]

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address: "DOCK," Yokohama.

Codes used—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1 and Watkin's.

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[929]

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915).

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NORTH BOUND.				SOUTH BOUND.			
Station	Time	Station	Time	Station	Time	Station	Time
Changchun	7.00 a.m.	Changchun	7.00 a.m.	Changchun	7.00 a.m.	Changchun	7.00 a.m.
Dairen	11.00 a.m.	Dairen	11.00 a.m.	Dairen	11.00 a.m.	Dairen	11.00 a.m.
Shanghai	3.00 p.m.	Shanghai	3.00 p.m.	Shanghai	3.00 p.m.	Shanghai	3.00 p.m.
Yokohama	7.00 p.m.	Yokohama	7.00 p.m.	Yokohama	7.00 p.m.	Yokohama	7.00 p.m.
Hongkong	11.00 p.m.	Hongkong	11.00 p.m.	Hongkong	11.00 p.m.	Hongkong	11.00 p.m.

* Russian Train Time is 23 minutes faster than the S.M.R. Time.

The above times do not include the Express Train North For. THROUGH REGISTRATION OF BAGGAGE.—By the "International Through Passenger Traffic via Siberia" through tickets are issued from Shanghai (and the principal stations via Siberia) to London, Paris, Berlin, and Vienna, and vice versa, and holders of these tickets are also entitled to through registration of their baggage. Travellers must, however, ask specially for the "International Through Passenger Traffic via Siberia" tickets in order to secure this facility, which is not obtainable by the ordinary booking.

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SOUTH MANCHURIA RAILWAY CO., DAIREN.

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Hongkong, 2nd May, 1914.

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	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready at short notice.

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Max. Breadth " " " "	22 "	26 "
Max. Draft " " " "	" "	" "

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[806]

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Hongkong, 3rd July, 1914.

[747]

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Cuisine under experienced supervision.

Terms moderate.

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Tel. Add. "Phoenix," Macau. [943]

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Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Codes: A.B.C. 5th Ed. List.
P.O. Box 54. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 14TH, 1914.

The announcement made on the authority of the Official Press Bureau in London that with the German cruisers *Goeben* and *Breslau* interned in the Dardanelles, the safety of trade is almost entirely assured is eminently satisfactory reading. Later news, however, shows the position with regard to these cruisers to be not quite so satisfactory as the original message represented, for while it is confirmed that the *Goeben* and the *Breslau* have entered the Dardanelles they are ignoring the neutrality of Turkey as well as the rule of War that a warship of the belligerent Powers seeking refuge in a neutral port shall dismantle her guns and remain interned till the end of the War. The Dardanelles are supposed to be strongly fortified by Turkey, whose duty it is to insist on the observance of the rules of War by these German cruisers, and her failure to do so must be regarded as amounting to an act of hostility towards Great Britain, France and Russia. We may therefore soon expect to learn that Russia has sent a squadron of her Black Sea fleet into the Dardanelles to meet these two German ships. With the great German fleet bottled up in the Baltic Sea and the German China Squadron apparently confined by the British Squadron to the harbour of Tsingtau, British and French mercantile shipping is as safe as that of any of the neutral Powers. That is a splendid

achievement. On the other hand, Germany's foreign trade has entirely ceased. Practically every German merchant ship throughout the world is laid up and the problem of how to ensure the feeding of the Army and civilian population during the War must soon become for Germany a very pressing one indeed. How far Germany has prepared for such emergency as this War creates is not definitely known, but it is significant that during the past month or so there has been a movement in Germany in favour of the establishment of a Government "Economic and Financial General Staff," the function of which was to prepare material and monetary resources for War. According to the Berlin correspondent of the *Westminster Gazette*, Dr. Rissen's Economic General Staff would be a Government organ with more than advisory powers. It would deliberate on the measures necessary to ensure the feeding of the Army and of the civilian population in time of War; would consider from this standpoint the measures necessary to increase food production, the grave question of how Germany, deprived by War of the Russian and Austrian season labour, will harvest her crops, how far she is to import frozen meat, whether she must erect State granaries, develop further her canal system, and so on. The "Financial General Staff" would prepare in peace for the money strain inevitable during War. It would prepare a War loan policy; and a policy to meet the danger caused by the sudden strain on private credit by the first days of panic. This does not look as if Germany were altogether prepared for war. Owing to the British Government's control of the submarine cables we are kept in absolute ignorance of what is happening in Germany; but it is not difficult to imagine that the economic and financial strain of this War must already be acutely felt there. It is all the worse because War has broken out in the harvest season, and it is very probable that Austrian labour is not more available for harvesting purposes in Germany than is Russian labour. In this connection it would be interesting to learn what has happened at Libau, the great Russian grain-exporting depot on the Baltic Sea which a German cruiser was reported last week to be bombarding. If Germany is able to plunder the granaries of Russia along the Baltic Coast her difficulty as regards food supplies will be to some extent alleviated, though common report has credited Germany with having maintained for some years past food stores sufficient to last for two years. It is well to bear in mind that 91 per cent. of the area of Germany is productive and only 9 per cent. unproductive; but, on the other hand, the absorption of a large percentage of the population into the Army in time of War must necessarily mean that large tracts of land will go out of cultivation for the time being. Germany has been annually importing in recent years agricultural products and foodstuffs to an amount seven times as great as the value of her exports, so that even if her productive capacity were not reduced by the absorption of labour into the Army, difficulty would soon arise as regards the feeding of the population because of the stoppage of the import. Moreover, the purchasing power of the people must be greatly reduced, for when we bear in mind that Germany's imports during recent years have been in the neighbourhood of £550,000,000 per annum and her export trade about £300,000,000, it requires no vivid imagination to realise what the complete stoppage of this huge volume of trade must mean to the people of Germany.

The Hongkong, Canton and Macao Steamboat Company's interim dividend is payable to-day.

The 26th Punjab team from Hongkong took the fifth prize (£20) in the Empire Day Challenge Cup Rifle Competition.

The maintenance of sewers and nullahs in Hongkong during 1913 cost \$16,664.81, as against \$16,827.51 in 1912. The maintenance of praya walls and piers required a sum of \$5,970.

Mr. W. R. Peck has recently been appointed U.S. Consul at Tsingtau. Dr. Tenney resumes his former post as Chinese Secretary at the American Legation and has returned to Peking with four new Student Interpreters.

A number of British naval officers who served in China in 1900, and others who were with the naval column met at dinner at the Trocadero Restaurant on 10th ult. Admiral of the Fleet Sir Edward Seymour took the chair, and the guest of the evening was General Sir Alfred Gaselee. Among those present were Admirals Sir George Callaghan, Sir James Bruce, Sir John Jellicoe, and Sir George Warrender.

THE WAR.

(THROUGH REUTERS AGENCY.)

THE LAND OPERATIONS.

"TERRIFIC CANNONADING."

LONDON, August 12th.
3.35 p.m.

A telegram from Maastricht (capital of the province of Dutch Limburg) says that terrific cannonading has been heard this forenoon in the direction of Tongres.

GERMAN ADVANCE GUARDS IN BELGIUM FALLING BACK.

LONDON, August 12th.
6.30 p.m.

It is officially announced in Belgium that the German advance guards have begun to fall back on the main Army.

There is no other news.

GERMANS BOMBARDING LIEGE FORTS.

LONDON, August 13th.
2.40 a.m.

It is stated at Brussels that the Germans have resumed the bombardment of the Liege forts which are replying vigorously.

Attempts of the Germans to cross the Meuse above Liege are considerably hampered by the fire of the forts.

GERMAN ADVANCE RESUMED IN BELGIUM.

LONDON, August 13th.
4.55 a.m.

A Belgian announcement on the 11th inst. says the Germans resumed their advance yesterday. The Belgians fought their first engagement in the open, North-West of Hasselt, successfully holding their own. Ten thousand troops participated in the fight. The Germans are constructing siege batteries North of Liege.

ALSACE CLEARED OF THE ENEMY.

LONDON, August 13th.
2.40 a.m.

Reports of enormous French losses in Alsace are officially denied in Paris where it is officially stated that the French hold upper Alsace with considerable forces. It is officially declared that [five words deleted here by censor] Alsace is now cleared of the enemy.

GERMANS REPULSED BY RUSSIANS.

LONDON, August 13th.

The Russians have repulsed a German attempt to re-occupy Eydtukhnen (a frontier station near Wirballen).

NAVAL NEWS.

AUSTRIA BLOCKADING MONTENEGRO.

LONDON, August 12th.
6.20 p.m.

Austria has begun to blockade Montenegro. The Montenegrin Government has given the German Minister his passports.

THE "GOEBEN" AND "BRESLAU" SEARCHING FOREIGN STEAMERS.

LONDON, August 12th.
6.40 p.m.

The German cruisers *Goeben* and *Breslau* have entered the Dardanelles and are searching foreign steamers.

FIVE GERMAN CRUISERS IN THE ATLANTIC.

LONDON, August 13th.
2.40 a.m.

There are British in addition to French cruisers in the Atlantic hunting five German cruisers.

THE TRADE ROUTES OPEN.

LONDON, August 13th.
2.40 a.m.

The Admiralty is confident of its ability to keep the trade routes open.

MONTENEGRINS BOMBARDING AN AUSTRIAN PORT.

LONDON, August 13th.

The Montenegrins are bombarding Cattaro (a fortified Austrian seaport, in the province of Dalmatia).

THE AMERICAN FLEET.

LONDON, August 13th.

The American Fleet will return North from Vera Cruz on the 1st September.

GENERAL INFORMATION.

WAR BETWEEN ENGLAND AND AUSTRIA.

LONDON, August 12th.
11.35 p.m.

It is officially announced that a state of war exists between Great Britain and Austria from midnight.

[H.E. the Governor issued a Proclamation yesterday that war has broken out between Great Britain and Austro-Hungary.]

TERMINATING A FINANCIAL DEADLOCK.

LONDON, August 13th.

Mr. Lloyd George has completed arrangements with the Bank of England which will terminate the deadlock in the money market. The Government agrees to guarantee the Bank against any losses incurred in discounting Bills of Exchange accepted prior to August 4th.

WAR NOTES.

THAT NORTH SEA BATTLE.

The curiosity of the public to know what really happened in the North Sea when heavy firing was heard on the 5th inst. was heightened yesterday by news from Japan purporting to give a brief account of the battle. A Japanese paper published in Formosa has the following information in the form of a telegram dated Tokyo, August 7th: "A naval battle has been fought in the North Sea. The German torpedo-boats attacked the British fleet, which suffered the loss of the flagship and three other Dreadnoughts, and a few other ships were damaged. On the German side they lost a few torpedo-boats and one cruiser."

Another account we have heard, as having come from Japan, is to the effect that the German fleet suffered a loss of nineteen important ships while the British lost nine in the engagement which ended in the remainder of the German Fleet retreating into the Kiel Canal.

Another story in circulation is to the effect that the German High Seas Fleet unexpectedly came upon H.M.S. *Indefatigable*, a sister-ship, and the cruiser *Manmouth*. These three ships were surrounded, the *Manmouth* was sunk, and others severely damaged. While this engagement was in progress, the British Battle Fleet came upon the scene and engaged the German Fleet with such success that they drove them from the North Sea with a loss of twenty ships on the German side and nine on the side of the victorious fleet.

The marvel is how these stories get into circulation. We can obtain no official corroboration of either of these rumours, but since the report of a British reverse in the North Sea is being apparently widely circulated in the Far East, we give the other rumour, which is evidently nearer the truth, for if the British fleet had not been successful in driving the German fleet from the North Sea it is obvious that Great Britain would not be in a position to land 200,000 troops on the Continent, nor would the country be so calm as the telegrams report it to be. The additional facts that there has been an influx of £2,500,000 into the Bank of England and that it has been officially declared that the safety of the trade routes for British shipping has been practically assured clearly evidence the fact that the British Fleet has obtained the mastery of the North Sea and that the German Fleet is now impotent to inflict any harm upon British shipping beyond the confines of the Baltic Sea.

JAPANESE DEMONSTRATION AT VLADIVOSTOCK.

A Vladivostock telegram to the Tokyo *Asahi* reports that a lantern procession was organized by the Japanese residents in the port on the night of the 4th inst., to show sympathy with Russia. A number of Russians joined in the procession. All the Russians of the city sincerely appreciated the demonstration of friendship thus shown by the Japanese residents. The Russian papers on the following day wrote in a very appreciative strain of the sympathetic demonstration.

GERMAN WARSHIPS WATCHING MERCHANT SHIPPING.

A Moji telegram to the *Hoch* dated the 5th inst. says that while the *Oturu-maru* was steaming between Quelpart Island and Kyobun Island, a German cruiser, with four funnels, approached the steamer, whereupon she hoisted the Japanese flag. The cruiser at once steamed off. The same cruiser seized a two-funnelled steamer, which proved to be the Russian Volunteer Fleet steamer.

Another telegram from Moji to the same paper says that the French steamer *Amazon*, which was scheduled to leave there for Marseilles via Shanghai, Singapore, etc., is still at anchor, fearing seizure by German warships. According to a wireless telegram received by the steamer of the 5th inst. two German warships were cruising off Nagasaki, and the voyage was considered dangerous.

Another Moji despatch to the same paper says that the German steamer *Prinz Waldemar* entered the port at 4 o'clock from the direction of Genkai. She was expected to leave for Tsingtau after coaling.

THE GERMAN CRUISER "NURNBERG."

Just a month ago the German cruiser *Nurnberg*, which has been doing duty on the Mexican coast, entered San Francisco, having been relieved by the cruiser *Leipzig* and ordered to join the German Asiatic squadron. She was to leave San Francisco for the Far East on July 21st.

SPECIE FOR TSINGTAU.

The Deutsch-Asiatische Bank at Shanghai is stated to have shipped \$600,000 in silver to Tsingtau last week.

GERMANS AND AUSTRIANS IN LONDON.

According to the latest statistics available there are 27,427 Germans in London and 6,159 Austrians.

THE WAR AND JAPAN'S TRADE.

COUNT OKUMA ON THE ECONOMIC SITUATION.

Count Okuma, the Premier, was visited by two representatives of the Japanese Business Men's Association last week in regard to the future of the economic and financial world of Japan in connection with the war.

In the course of conversation the Premier is reported to have stated that, notwithstanding the outbreak of hostilities among the European Powers, the Japanese Government will be able to pay the principal and interest of its foreign loans to the amount of about ¥50,000,000 during the present fiscal year and also to redeem the short term railway loan of ¥40,000,000, the term of which expires in March next. The Premier is confident that the specie reserves of the Bank of Japan will in no way be affected by this step. Under these circumstances, the Government will also be able to defray all expenses needed by the Japanese army and navy in connection with the European war, inasmuch as there is in the State coffers a surplus amounting to over ¥100,000,000 brought forward from the previous year.

Now that business has been almost totally suspended between Europe and Japan on account of the war, it is only natural that Japan's export trade will be seriously affected. In view of this, the Government intended to afford the Japanese merchants and manufacturers all possible facilities in order to devote their energies to the direction of China and the South Pacific. To consider this point, a special Cabinet Council was convened yesterday. The effect of the European war has already been felt in various quarters at home, resulting in the sharp fall of quotations on silk, negotiable bonds, cotton cloth, etc. The authorities are now considering the best measures to be adopted in order to tide over the difficulty.

The *Nichi Nichi*, from which we quote the above, remarks that only a day or two ago the Tokyo Government asked the Bank of England whether it is possible for Japan to recall home her deposits with the Bank at any time during the war. To this the Government received an affirmative reply. This led the Premier to make the optimistic statement above quoted in regard to financial administration.

BATTLE PRACTICE IN THE GERMAN NAVY.

The Berlin correspondent of the *Naval and Military Record*, writing on July 11th said:—

The frequency with which the German Navy engages in realistic gun practice against obsolete armoured ships is well known. According to the *Tägliche Rundschau*, the four old vessels of the *Sachsen* class have proved most satisfactory for this purpose. The class consists of the *Sachsen*, *Bayern*, *Württemberg*, and *Haden*. The displacement is 7,300 tons; the length 208 feet. For about one-third of the length there is a belt of thin-compound armour, above which rises the citadel protected by 9 1/2 in. plates. The original armament was six 10.2-inch B.L., two of which were mounted in an open barbette and four in the citadel. Before one of these old ships is taken out to be fired at it is fitted here and there with modern armour-plating, and certain of the vital fittings of a modern man-of-war are reproduced to ascertain their probable fate when subjected to bombardment. In this connection it is rumoured that creditable imitations of the typical British fire-control station have been mounted on the masts of certain German target ships. The utmost care is taken to ensure that the ship remains afloat after the firing. The hull is packed with cork and other buoyant material, whilst to guard against total loss the vessel is moored when possible in shallow water. When the practice is over a party of experts at once proceeds on board to examine the effect of each hit, and the Dockyard staff immediately plugs the shot holes and carries out what repairs are necessary to enable the vessel to be towed safely home. On arriving in port she is taken in hand to have all damage made good, and in due course emerges again to undergo another ordeal by fire. Ships can thus be used several times over, though it is obvious that there is a limit to their usefulness, for the shattering effect of modern shells must weaken the structure as a whole, and in time damage it beyond repair. It is not merely to test the effect of projectiles against armour, etc., that these bombardments are periodically carried out in the German Navy. Experience has proved that the strongest lath and canvas target cannot profitably be used for gun practice in thick or heavy weather. At long range it is too small to be seen, and in a seaway it is useless. Target-ships, on the other hand, offer an excellent mark in any weather, and are particularly suited to long-range practice. Every hit can be observed. They cannot, of course, be towed so fast as ordinary targets, but this is about their only disadvantage. From time to time old torpedo-boats are used up in the same way. The German Navy has a large reserve of obsolete ships, and the heavy vote in the annual Budget for fitting them out as gunnery targets shows that this sort of practice is considered to be exceedingly valuable.

GUN PRACTICE.

In order to obviate any chance of alarm or misunderstanding, we are asked by Major H. G. Sergeant, R.A. instructor in gunnery, to publish the following item of news.

Gun practice will be carried out by the Royal Garrison Artillery from the following works and on the following dates:—
Mount Davis, Tuesday 18th August at 8 a.m. in a S.W. direction.
Stonecutters, Wednesday 19th August at 9 a.m. in a S.W. direction.
Pakshawan, Saturday 22nd August at 10 a.m. in a N.E. direction.

Should the weather conditions be unfavourable the practices will be postponed until the following days, Sundays excepted.

COMPANY REPORT.

CHINA MUTUAL LIFE INSURANCE CO., LTD.

The Directors' report in respect of the financial year ending 31st March, 1914, presented at the sixteenth annual meeting held at the head office of the Company at Shanghai, on 29th July, was as follows:—

The Directors have pleasure in presenting their report for the year ending 31st March, 1914.

New Business.—New applications received during the year amounted to \$10,975,315.50.

Policies.—Policies were issued for \$9,462,395.69 and applications for \$1,513,919.62 were postponed or declined.

Total Insurance.—The total insurance in force on 31st March, 1914, amounted to \$45,227,970.69 of which policies to the amount of \$328,466.30 were re-insured.

Income.—The income for the year amounted to \$3,756,212.92.

Assets.—The total assets now amount to \$12,069,740.38, an increase during the year of \$1,509,120.

Payments on Policies.—The total amount paid to policy-holders and beneficiaries during the year amounted to \$2,471,637.47, making a total of \$11,710,428.12 paid since the Company's inception.

The accounts have been audited by your auditors, Messrs. G. H. and N. Thomson, who have given their certificate. They retire, but are eligible for re-election.

In accordance with the Deed of Settlement, Mr. C. Stephanius resigns, but being eligible, offers himself for re-election.

Mr. A. M. Marshall resigns his seat on the Board on leaving Shanghai.

Mr. H. P. Wadman and Mr. G. M. Whorlock have been invited to join the Board and their election requires your confirmation.

C. R. BURKILL, Chairman.
C. STEPHANIUS, Director.
A. M. MARSHALL, Director.
S. B. NEILL, Manager and Actuary.
J. K. TWYDEN, Manager and Secretary.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 12.45 p.m. yesterday:—

(Cyclone or Typhoon near or over Bashi Channel, moving W.N.W.)

THE GERMAN MILLIARD WAR LEVY.

A message from Berlin dated July 10th, published in London papers, stated:—According to a statement emanating from the Prussian Ministry of Finance, the yield of the milliard war levy of 1913 so far as Prussia is concerned will amount to 600,000,000 marks. Taking as the basis of calculation the usual estimate that the Prussian contribution amounts to three-fifths of the whole, this will give 1,000,000,000 marks for the whole Empire. This sum, while it exceeds the estimate of the Imperial Treasury, is considerably under the 1,200,000,000 marks at which many unofficial estimates put the yield of the tax. It is reckoned that the total yield, however, will be larger than the 1,000,000,000 marks given above, as, owing to the nature of the tax, the share of certain Federal States, notably of the wealthy Hanseatic cities, should be larger than usual. The reasons assigned for the failure of the tax to come up to unofficial expectations are:—First, that December 31st, the day on which the value of property had to be calculated, was a bad day on the stock market, and the prices of securities were low; secondly, the fact that the property of children was assessed separately from that of their parents; and, thirdly, the large number of cases in which taxable property had to go free because the income derived therefrom was below the minimum prescribed by law.

LASCARS ON STRIKE.

P. AND O. IMPASSE AT BOMBAY.

Bombay, July 20th.
A strike of the Indian crew of the str. *Mohitani* occurred at 1 p.m. yesterday. When the vessel was quite ready to sail 200 lascars and firemen struck, and the P. & O. authorities were faced with the difficult task of getting a fresh crew together on a Sunday. The men, however, were found and the ship sailed at 10 p.m. The lascar crew of the *Mohitani* were originally signed on at Bombay to work between Australia and London. The men hold that under the Merchant Shipping Act they were entitled to leave the ship, if for any reason whatever they were brought back to Bombay. The wording of the Act is rather ambiguous on this point, consequently the Shipping Companies are placed in an awkward position. The Superintendent of the P. & O., Mr. Burney, anticipated this trouble, and went on board the *Mohitani* immediately on arrival. He explained to the native crew of lascars, firemen and Goanese stewards that they were brought back to Bombay owing to an accident to the *Salsette* and the company, and as the mails were already late he urged the men to continue the work and not to leave at this critical juncture. The men agreed to carry on the voyage, and not to leave the ship. At the last moment, when the order was about to be given to sail, they changed their minds and went on strike. There was no help for it, however, vexatious, and the only thing left was to allow the men to go and procure another crew. The serangs did all in their power to persuade the men to continue working, but it was of no avail. The Goanese stewards gave no trouble. But trouble is feared with the crew of the *Morea*, another Australia-London boat, arriving here on July 31st. The crew was signed on only a month back in Bombay.

WEIHAIWEI SCHOOL.

PRIZE DISTRIBUTION.

The annual Prize Distribution at this school took place on 25th July, and was attended by a number of friends and relatives of pupils in the school. Rev. C. R. Burnett, M.A., took the chair and distributed the prizes, and the Headmaster, Mr. H. L. Beer, L.C.P., read the following report:—

"Mr. Chairman, Ladies and Gentlemen, this is the second occasion on which Mr. Burnett has presided at a Prize Distribution here, and I should like to begin by thanking him and Mrs. Burnett for the kind interest they have always taken in us and in our doings as a school. (Cheers.) I have pleasure, too, in welcoming here to-day Mr. Graham Barrow, Headmaster of the Cathedral School, Shanghai—a 'fellow-labourer' in the field of education. (Cheers.)

This school was established rather more than thirteen years ago, and to-day we hold our twelfth Prize Distribution. There is one gradual change in the changing years, which is worthy of notice and that is, that we are now reduced to the status, practically, of a preparatory school. The proportion of 'Seniors' has diminished and the majority of our pupils are now small boys. Further, it should be clearly understood that boys over the preparatory school age are retained only on condition that their general influence and example are not prejudicial on their younger comrades. From the sports point of view this is unfortunate, since it is now impossible for us to organize the cricket and football matches, which we could at one time undertake, but in the best interests of the pupils themselves the change is to be welcomed.

Want of competition in games with other schools is, of course, a drawback, and I must confess to some sympathy with a parent who complained some time ago that a boy here did not know the proper name for a particular position on the cricket field, though, of course, the boy had often played the game.

It is a consolation to think that the boy in question would when he reached England have ample opportunities of improving his knowledge of cricketing terms: that, however, backward he may be in our national game, he, with the excellent facilities we possess at Weihaiwei, is almost certain to be a good swimmer, and that whatever temporary deficiencies there may be in his sporting education, he certainly knows how to solve an ordinary quadratic equation, and long ago turned his back on the *pons asinorum* of geometry. It may even be permissible to suggest that many serious-minded people are given to think over the extreme to which the worship of athletics is carried in many schools at the expense of sound education in other directions.

SPORTS, ETC.

We play football regularly in the winter, cricket in the spring and autumn, but in the hot-weather recreations in and on the water replace the usual school games. Last August there were aquatic sports at the Island and the managing committee kindly arranged one event for the school. The 1st, 2nd and 3rd prizes were carried off by C. de Bernigny, L. Bertels, and C. Kerr respectively. (Cheers.) Boys from the school were also permitted to enter for the 'Open' 400 yds race, and, somewhat to the surprise of the spectators, de Bernigny came in an easy first, the 3rd prize going to W. H. Bower. (Cheers.) This afternoon we propose holding the usual aquatic sports. Once a year we have large practice at the Government Range, the best shots being entitled to have their names inscribed on the Nielsen shield, and the winners in this competition last November were E. Judah, Midford Beer and L. Bertels. (Cheers.) The Boy Scouts of the 1st North China Troop usually go into camp for a few days in the Easter vacation, but this year, and probably in future years, they will, unless the unforeseen occur, have their annual outing in the autumn. This evening they propose giving, under the direction of their Scout-Master, Mr. Francis, a concert to which all who care to attend will be welcomed.

The Easter holidays are the proper time for us to indulge in picnics, cycling and walking excursions. It is not an uncommon feat for a boy to walk to the further lighthouse, but the great object of the ambitious young pedestrian here is an excursion to Mt. Macdonald and back—a total distance of about 40 miles, I believe. This feat has been accomplished by de Bernigny, W. H. Bower and E. Judah. (Cheers.)

HEALTH.

The main consideration we had in establishing this school at Weihaiwei is that of health. We say that education—using the term in its broadest sense—should be carried on under the best climatic and sanitary conditions obtainable, and we consider that in these respects the situation of this school is the best on the China Coast.

An important feature of school life is the dietary, and it is generally agreed that the best results follow where the food put before a growing lad is practically unlimited in quantity but plain and simple in quality. It is, I think, well known that here pupils and teachers meet at the principal meals in a common dining-hall and share the same food.

At the beginning of our autumn term a boy had to leave us, shortly after returning from the summer vacation, to undergo an operation. Apart from this there has been no serious illness in the school, but we indulged this year in our first epidemic of mumps. In the past thirteen years we have also had two outbreaks of chicken-pox, but the infectious illnesses that so often disorganize school work at home—measles, scarlet fever, scarlatina, and whooping-cough—have been conspicuous by their absence.

I take this opportunity of thanking Dr. Muat, our medical attendant, for his kind and considerate professional services. (Cheers.)

EXAMINATION RESULTS.

Since last prize day we have learned the results of the public examination of that year, and they are highly satisfactory. The College of Preceptors is the oldest of the recognised school examining corporations, and insists on candidates passing in English. We had one failure over this compulsory subject, a candidate who, however, obtained 150 marks more than the required total to pass in 'honours.' Nine boys passed the 'Lower Forms' examination were 'honours' and 'distinctions' are not awarded. Of the remaining eight successful candidates six passed in 'honours' and obtained between them thirteen 'distinctions' of which ten were in the mathematical papers.

You will, I think, agree with me that these results are good—results which, we may fairly claim, go to prove that the English boarding-school system, where the whole life and time of a pupil, term by term, are at the disposal of the teacher, is, speaking generally, superior to other systems. But it is in character-building that education on boarding-school lines should excel, and it is, in the opinion of many, due to our system of education—since the majority of parents in England, who can afford it, send their sons to boarding-schools—that we owe our present position in the family of nations. 'The young barbarian' often leaves such schools with a defective education as regards book knowledge—a serious defect, we all admit, and one that cannot be remedied till secondary education and the teaching profession are thoroughly organised—but he has learned to stand on his own feet to fight his own battles, and is better prepared, if necessary, to turn his back on the fierce competition of the over-bred 'old country,' to go abroad to seek his fortune, and to help build up, it may be, those self-governing young nations and colonies that are so important a factor in England's greatness.

STAFF.

Last April, Mr. Steptor, who had been a master here for the greater part of two years, left us to join the Editorial staff of the *Peking and Tientsin Times*. As we have thus been short-handed, I have been glad of the help Mrs. Beer has given in teaching in addition to her duties as housekeeper of a large establishment. We expect a new master to take Mr. Steptor's place in September. I wish to thank him and the other members of our staff—Mrs. Hamblin, Miss Whitewright and Mr. Francis—for their help in the hard, and at times thankless, task of keeping school. (Cheers.)

The staff it will be recognized is quite adequate for the needs of a school of this size. We built these premises to accommodate 40 boarders, and, if we include the three boys who have recently left us for England, our numbers this time are 36 boarders and four day scholars, a rather higher total than the average of recent years.

SECONDARY EDUCATION.

For some years I have made a point of referring to our Prize Distributions to questions that have long been agitating the educational world at home. Primary, or elementary, education in England is properly organized, but secondary education, which in France and Germany is organized under Government control and where teachers are public servants with assured incomes and pensions, is in England left almost entirely to private and semi-private enterprise. The result is that the teaching profession, the largest of the professions, is the worst paid. The majority of men who teach are not teachers, and regard their calling merely as a convenient stop gap, for they intend to drop it at the first opportunity. The history of this school is the history of nine masters from 1835 to 1914, and of these I only know of one who is still teaching. It was fifty years ago that Matthew Arnold cried 'organize your secondary education,' and it is only now that we begin to enter the promised land. The new Teachers' Registration Council, constituted by Order in Council, February 28th, 1912, and representation of the four great branches of education—elementary, specialist, secondary, and university—has been in deliberation for months and in November last issued its regulations for organizing the teaching profession and preparing an official register of teachers.

But to thoroughly organize secondary education will be costly and six millions sterling per annum is the usual estimate. Considerations of time prevent our giving details of the various schemes put forward to solve our educational troubles, and to bring order out of chaos. The scheme that seems to meet with most favour is that the qualified teacher of proved competence shall become partially a civil servant, that is, as regards pay and pension, but not in other respects. It follows that a large number of inefficient schools will be suppressed and a host of incompetent teachers must go.

The *raison d'être* of many a school in England is an appeal to the innate snobbishness of the 'nation of snobs' as Thackeray described us, and in any provincial town of ordinary size half-a-dozen small schools will be found representative of the different rungs of the social ladder—select, more select, most select, and lower down the scale, cheap, cheaper, cheapest—resulting in an enormous waste of educational energy through over-lapping. This sort of thing must cease in any truly national scheme.

A beginning has been made with teachers themselves, and it is most encouraging to notice a growing sense of unity in our profession. In our Registration Council we have representatives of schools of the highest social standing sitting beside and working with men from the elementary schools. In a truly national scheme the teacher of the future who has complied with the requirements of the Registration Council will not lose caste by teaching the children of the poor, any more than the doctor, or the clergyman, who works in a slum. Above all, in a national system we must make teaching sufficiently attractive to draw men and women of character, for

only so can education be really successful. And surely the day cannot be far distant when the educator can with truth say to his pupil, 'never mind whether you happen to be of a poor or of a wealthy family, never mind whether you can trace your ancestry back to a Saxon pirate, or to the Norman robber baron who succeeded him. It is in some ways better—as a speaker at a conference on eugenics put it—that you have as your more immediate ancestor a robust burglar rather than a consumptive bishop. Given good intellect, a sound constitution and, above all, a strong character, there is no position to which, with the aid of education, you may not aspire. Therefore, with all your getting, get character. List to the advice of him who first preached Christianity in Europe: 'Thou, therefore, my son, be strong, endure hardness.' (Cheers.)

CHAIRMAN'S REMARKS.

After presenting prizes the Chairman made a brief speech in which he pointed out that, though in some schools athletics were overdone, yet the real value of school games lay in developing character. 'Cricket teaches us to play straight and never to give in; in football we play for our team and not for self.' All games should teach one how to play a losing game without losing one's temper.

He hoped that boys before him would eventually find their way to schools at home to finish their education, but they should not forget their old school, nor the lessons learned there.

But wherever each of them went, he hoped he would always be spoken of as 'one who plays the game.' (Cheers.)

PRIZE LIST.

Senior Prize	E. Judah.
Form IV: Dux Prize	Midford Beer.
Improvement Prize	J. Clark.
Form III: Dux Prize	T. Shastin.
Improvement Prize	D. Judah.
Form II: Dux Prize	F. Lammert.
Improvement Prize	F. Carmelro.
Form I: Dux Prize	G. Geringe.
Improvement Prize	H. Orrell.
Conduct Medal	W. H. Bower.

AGRICULTURAL SPORTS.

Diving	1st Prize	T. Lee.
	2nd Prize	L. Bertels.
Swimming	100 yds. Seniors	L. Bertels.
	2nd Prize	E. Judah.
Swimming	50 yds. Juniors	C. Kerr.
	2nd Prize	V. Inch.
Punt Race	1st Prize	E. Judah.
	2nd Prize	L. Bertels.
Punt Race	1st Prize	Midford Beer.
	2nd Prize	C. Large.
Obstacle Race	1st Prize	L. Bertels.
	2nd Prize	E. Judah.

HAREM FUGITIVE.

An extremely interesting and romantic case is at present before the Vienna courts. A few weeks ago there arrived a charming young Turkish lady, Mme. Lemna Abed, who engaged an apartment at one of the principal hotels, a fugitive from her husband's harem in Constantinople. Mme. Abed, who is only seventeen years old, has had a European education, and speaks fluently English, German, and French. She is the daughter of Izet Pasha, the one-time all-powerful secretary of Abdul Hamid, whose influence ten years ago was so great that he was known as the vice-sultan. Izet Pasha, who amassed untold riches, now lives with his three favourite wives the life of a multi-millionaire at Nice.

Mme. Abed some time ago became very dissatisfied with harem life, and collecting all her valuable jewels and money she escaped in romantic fashion from her husband's home, and took ship to Trieste, whence she came to Vienna.

Many efforts have been made by her relatives in the meantime to induce her to return to her husband, but without avail. A few days ago her husband himself arrived here accompanied by her father, Izet Pasha. Against their joint persuasions proved fruitless. The young woman declares that she hates harem life, and in no circumstances will return to its trammels.

FIGHT FOR THE JEWELS.

Finding that ordinary supplication and persuasion were useless, her husband and father have now adopted another plan. They have brought a case before the Vienna courts in which they allege that Mme. Abed before flight took from her husband's safe jewels to the value of £5,000, part of which have since been pawned, the remainder being deposited with a banking firm at Trieste. Mme. Abed declares that these jewels are her own, while the plaintiff alleges that they are the property of her father, Izet Pasha, and formed part of her dowry. As Mme. Abed is still under age her father, according to Turkish law, has still the right to dispose of her and anything which she may possess.

As a matter of fact, the Turkish Ambassador has forbidden the bank to hand over the jewels to anyone except Izet Pasha, while an action has been initiated for the return of the jewels to Izet Pasha. At the last hearing before the court Mme. Abed declared repeatedly, amid tears, that she would die rather than return to her husband or father. She further states that she would rather earn her own living as a teacher of languages in Vienna, or by any other means, sooner than return to the harem.

FRANCO-GERMAN RELATIONS.

Senator Aimand, speaking at Raincy on July 11th, stated what he declared to be the reason why France avoided war with Germany in 1905. After the Kaiser's surprise visit to Tangier, M. Delcasse (Minister for Foreign Affairs) proposed that Cabinet should send the French fleet to Tangier, but M. Berteaux (Minister for War) replied that he had only 600 rounds of ammunition per gun and that in a fight this would be exhausted in 10 days. M. Delcasse resigned office, and a few days later M. Berteaux demanded a vote of 1,400,000,000 francs (about £58,000,000) to increase the artillery and to strengthen the frontier defences.

DEPRESSION IN JAPANESE SHIPPING.

The *Hochi* publishes an article entitled 'Pessimistic condition of the marine transportation business,' which represents the three leading shipping companies at a very low ebb, especially the Toyo Kisen Kaisha. In connection with the last-named the *Hochi* also announces that the president, Mr. S. Asano, intends to resign his position on the directorate of about ten companies in Tokyo (including the Tokyo Gas) and devote himself entirely to the work of the T.K.K. Following is a translation of the *Hochi*'s article.

A new record of prosperity was made during last year for shipping in Japan, but since the spring there has been a serious setback, the situation has gone from bad to worse until at present the three leading companies show a very bad record. The T.K.K. is the worst sufferer, having incurred a loss of some Yen 600,000 as a result of the working of the first half of the present year. It is said that the company will introduce great changes in the management before long. But this great deficit could not be made good by mere curtailment of expenses, which do not amount to more than three hundred thousand yen. The company of course will not be in a position to declare any dividend and will have a less to carry forward. (Elsewhere the *Hochi* states that the *Hongkong Maru* will be sold to cover the half-year's deficit.)

It cannot be ascertained how long the present depressing condition will last. Moreover, the Government subsidy to the T.K.K. has to be decreased to a certain extent. The company stands in a precarious condition. President Asano and his directors know what fate would overtake them sooner or later. Some time ago they tried to save the situation by endeavouring to secure the Government concession to run the Panama Canal line. But their efforts in this direction failed, the Nippon Yusen Kaisha being the favoured company. The T.K.K. tried to obstruct the passage of the Ship Subsidy bill, and was successful in securing a year's postponement. It is now rumoured that the company will make every effort to bring about the amalgamation of the three large companies, their object being union with the N.Y.K. in particular. Certain authorities are inclined to favour a move in this direction, at the same time introducing some radical changes in the shipping policy of Japan. But the N.Y.K. has turned a deaf ear to the overtures so far made, and the exposure of the T.K.K.'s precarious condition will create consternation among those interested.

The profits of the T.K.K. for the second half of last year amounted to Yen 350,000, while the profits for the half-year preceding were Yen 400,000. The accounts for the first half of this year show a heavy loss, there being a falling-off in receipts of no less than Yen 550,000. It is reported that the directors will avoid all attempts at patchworking the accounts (such as they have been addicted to) and will make a simple statement, relying upon the public sympathy.

But these pessimistic conditions are not confined to the T.K.K. alone; they extend also to the N.Y.K. The Oshu (European) line of this company has done fairly well, but the American, Australian, and Oriental lines have suffered heavily. The company, however, has reserves of Yen 36,000,000, against a capital of Yen 22,000,000. If they can clear a profit of 4 per cent. on the half-year on this capital, they are in a position to maintain the dividend of 10 per cent. In addition they have a dividend equalization fund of some Yen 3,400,000, so that from a dividend point of view alone there is little to fear. But even for this company the situation is far from hopeful, and it appears the directors are strongly in favour of an extreme conservative policy. Next to the T.K.K. public interest is centred in the Osaka Shosen Kaisha. The policy of this company is the embodiment of the personality of its president, Mr. Nakahashi. Some time ago Mr. Nakahashi proposed to double the present capital of Yen 16,500,000, but a general meeting of shareholders did not entirely support the president in his expansion schemes, voting only a 50 per cent. increase, namely, to Yen 24,750,000. Even at this many of the shareholders found it impossible to take up their new scrip, the result being that one half had to be subscribed by the directors themselves.

The times are changing, and even the N.Y.K. regrets having built large ships. It is expected that the O.S.K.'s aggressive policy will involve the management in trouble ultimately. Interested persons seem to be very much concerned as to the future of the O.S.K.—*The Far East*.

THE HORNPIPE.

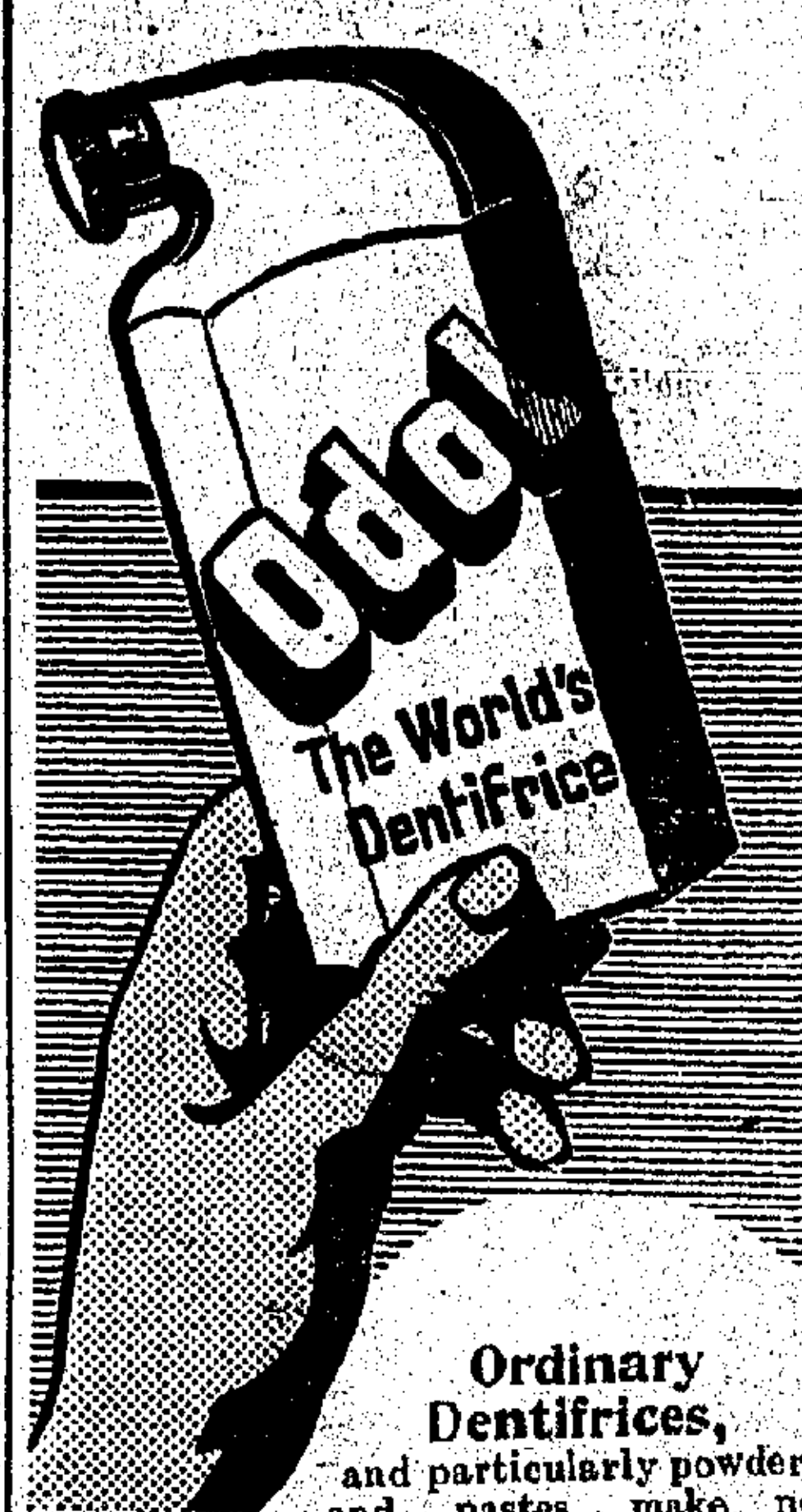
How did the hornpipe become the traditional dance of the sailor—though one doubts whether the average A. B. knows any more of it than the Scots Guardsman does of the strathspey? The accepted theory is that it became the sailor's dance because, on the one hand, no partner was necessary, and, on the other, it required little space. But, originally, the horn-pipe seems to have been a Lancashire folk-dance, and to have no marine association at all.

Admiral Prince Louis of Battenberg, like that other illustrious mariner, Sir Joseph Porter, K.C.B., thinks 'there is nothing like the hornpipe.' Yet the dance is not remarkable for consistency. It has managed in the course of its history to transform itself from triple to common time—about as radical a change as any dances can undergo. Nor are its associations invariably nautical, or even secular. The air 'Rejoice Greatly' in 'The Messiah,' is in the form of a hornpipe; and in Handel's 'Semele' the chorus 'Love, that everlasting boy,' is headed *alla Hornpipe*.

THE HONGKONG TRAMWAY COMPANY, LIMITED.

The following are the Company's figures for the week ending August 8th:—
Receipts £ 15,106
Increase compared with corresponding week last year... £193
Aggregate to date:—
Total £377,338
Increase to date £ 64,408

INTIMATIONS



Ordinary Dentifrices,

and particularly powders and pastes, make no lasting impression on the teeth or mouth. When the brushing is over the effect is at an end. But Odol, being liquid, can penetrate the minutest crevices, and, as it has a real antiseptic effect, lasting for hours, arrests all bacterial and fermentation processes which destroy the teeth.

CHS. J. GAUPP & CO.,

WATCHMAKERS

AND

JEWELLERS.

SURVEYING AND NAUTICAL INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

Representatives—

MAPPIN & WEBB, LTD.,

LONDON.

ALEXANDRA BUILDINGS,

CHATER ROAD.

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1864).

SOLE AGENTS FOR

B L WHISKIES.



GOLD LABEL WHITE LABEL

FAMOUS FOR PURITY,

FLAVOUR AND CHEAPNESS.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, only, special business matter to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 55. Telephone No. 18.
Telegraphic Address: "Press."
Codes: A.B.O. 5th Ed.; Lieber's.

NEW ADVERTISEMENTS

IN THE MATTER OF THE COMPANIES' ORDINANCES, 1911 AND 1913.
and
IN THE MATTER OF THE ROYAL INCORPORATED WATERWORKS MANUFACTURING COMPANY, LIMITED
(In Liquidation).

NOTICE IS HEREBY GIVEN in pursuance of Section 188 of the Companies Ordinance 1911 and 1913, that a GENERAL MEETING of the Members of the above-named Company will be held at the Office of Messrs. P. & O. S. N. Co., Ltd., 11th Floor, No. 6, Queen's Road Central, First Floor, on SATURDAY, the 15th day of September, 1914, at Twelve o'clock Noon, for the purpose of having an Account laid before them showing the manner in which the winding-up has been conducted and the property of the Company disposed of, and of hearing any explanations that may be given by the Liquidator, and also of determining by Extraordinary Resolution the manner in which the Books, Accounts, and Documents of the Company and of the Liquidator thereof shall be disposed of.

Dated at Hongkong, the 14th day of August, 1914.

J. HENNESSEY SEITH,
Liquidator.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"HIMALAYA,"
Arrived Hongkong on 15th Aug., 1914.
FROM BOMBAY COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London, etc., ex ss. "Morea."
From Persian Gulf, ex ss. "I. S. N."
and B. & P. S. N. Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAY and THURSDAY. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 13th August, 1914.

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF FIFTY CENTS per Share for the Six Months ending 30th June, 1914, will be PAYABLE TO-DAY (FRIDAY), the 14th AUGUST, 1914, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED on TUESDAY, the 4th August, to FRIDAY, the 14th August (both days inclusive) during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Acting Secretary.

Hongkong, 28th July, 1914.

PEAK CLUB.

THE BAND will play as usual in the grounds TO-MORROW (SATURDAY) NIGHT, the 15th inst. If a selection of Music will be performed in the Ball Room.

ENTERTAINMENT COMMITTEE.
Hongkong, 12th August, 1914.

SITUATION WANTED.

ENGLISHMAN, with many years' experience of Mercantile Business in China, free from Military Service, seeks position of trust.

Apply—
Care of "Daily Press" Office.
Hongkong, 12th August, 1914.

NOTICE.

WE HAVE CLOSED our Retail Business until further Notice.
F. BLACKHEAD & Co.
Hongkong, 10th August, 1914.

IN THE SUPREME COURT OF HONGKONG.

SUMMARY JURISDICTION.

Action No. 1299 of 1914.

Between AH KING, Plaintiff,
and
KNELL & COMPANY, Defendants.

NOTICE IS HEREBY GIVEN that a WRIT OF FORBIDN ATTACHMENT against all the property movable and immovable of the above-named Defendants, KNELL & COMPANY, within the Colony was issued on the 13th day of August, 1914, and was made returnable on the 21st day of August, 1914.

Dated the 12th day of August, 1914.
GEO. K. HALL BRUTON,
Solicitor for the Plaintiff,
York Building,
Chater Road,
Hongkong.

[1033]

INTIMATIONS

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE OF ORDINARY AND EXTRAORDINARY MEETINGS.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 22nd day of August, 1914, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1914, and for the confirmation of the election of Directors.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 10th August, to SATURDAY, the 22nd August, 1914 (both days inclusive), during which period no transfer of Shares can be registered.

AND NOTICE is hereby also given that at the same place and on the same day at Noon or as soon afterwards as the Ordinary Half-Yearly Meeting shall be concluded an Extraordinary Meeting of the Shareholders in this Corporation will be held when the subjoined Resolutions will be proposed as Extraordinary Resolutions:—

(1) That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the shareholders of the Company to take the steps necessary to apply for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong supplemental to THE HONGKONG AND SHANGHAI BANK ORDINANCE 1868, and the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendment of Section 20 of THE HONGKONG AND SHANGHAI BANK ORDINANCE 1868, hereafter set out with such modifications (if any) as they may think fit and to accept such Ordinance if and when enacted.

The following is the amendment above referred to:—The deletion from Section 20 of the said Ordinance of the words, "To take and accept any lands, houses, or other real or personal property in satisfaction, liquidation, or payment of any debt absolutely and bona fide previously due and owing to the Company, and also to take any Mortgage or other lien or charge on real or personal property as a security for any monies actually and bona fide previously due to the Company or for which any person may have rendered himself liable to the Company, and to hold such lands, houses and other real and personal property respectively for such reasonable time as may be necessary for selling and disposing of and converting the same into money," and the substitution thereof of the following words:—"To take, accept, enforce, release, realise or deal with any security now held or which may hereafter be held by the Company, for any monies owing or to become owing to the Company or for any liabilities incurred or to be incurred towards or by the Company by way of mortgage, pledge, hypothecation, deposit or otherwise howsoever of every kind of property or rights."

(2) That the Deed of Settlement of the Company be altered in manner following:—

(a) That the following words be struck out of lines two and three of Article 56, namely, the words "for not exceeding fifteen days before and seven days after every ordinary Meeting" and that the following words be adopted and substituted therefor, namely, "during such time as the Court thinks fit, not exceeding in the whole thirty days in each year."

(b) That the following words be struck out of the last line of Article 56, namely, "after the Meeting" and that the following words be adopted and substituted therefor, namely, "after the re-opening of the Register."

(c) That Articles 76, 77 and 78 be cancelled.

(d) That the following Articles be adopted and substituted for Articles 76, 77 and 78, namely:—

ARTICLE 76.—"General Meetings shall be held once in every year, at such time and place in the Colony as may be prescribed by the Company in General Meeting, and if no such time or place is prescribed, then at such time and place as may be determined by the Court, and unless and until otherwise prescribed or determined as aforesaid a General Meeting shall be held in the month of February in every year."

ARTICLE 77.—"The General Meetings mentioned in the last preceding Article shall be called Ordinary Meetings."

ARTICLE 78.—"All other General Meetings shall be called Extraordinary Meetings."

(e) That Article 90 be altered by inserting and adopting after the word "holding" in line five thereof the words "or representing by proxy" and by striking out at the end of the said Article the words "present in person."

(f) That the following words be added to Article 94:—"The Court may from time to time pay to the Shareholders such interim dividends as appear to be justified by the position of the Company."

(g) That the following words be struck out of the first three and a half lines of Article 174, namely, the words "Half-yearly" ending the 30th June and the "31st December," shall make a "general Half-Yearly," and that the following words be adopted and substituted therefor:—"Year ending the 31st day of December shall make a General."

LANE, CRAWFORD & Co.

AGENTS FOR

CHUBB'S AND PHILLIP'S STEEL SAFES.

WARNING

INSURE YOUR VALUABLES AND DOCUMENTS AGAINST LOSS BY

FIRE OR BURGLARY

BY PURCHASING A GOOD SAFE, WHICH WE CAN SUPPLY

CHUBB'S

BRASS DETECTOR

AND GALVANIZED

PADLOCKS.

CASH AND DEED BOXES.

YALE

LOCKS AND LATCHES.

CABINET LOCKS

OF EVERY DESCRIPTION.

CHUBB'S

PATENT LOCKING BARS FOR

GODOWN DOORS.

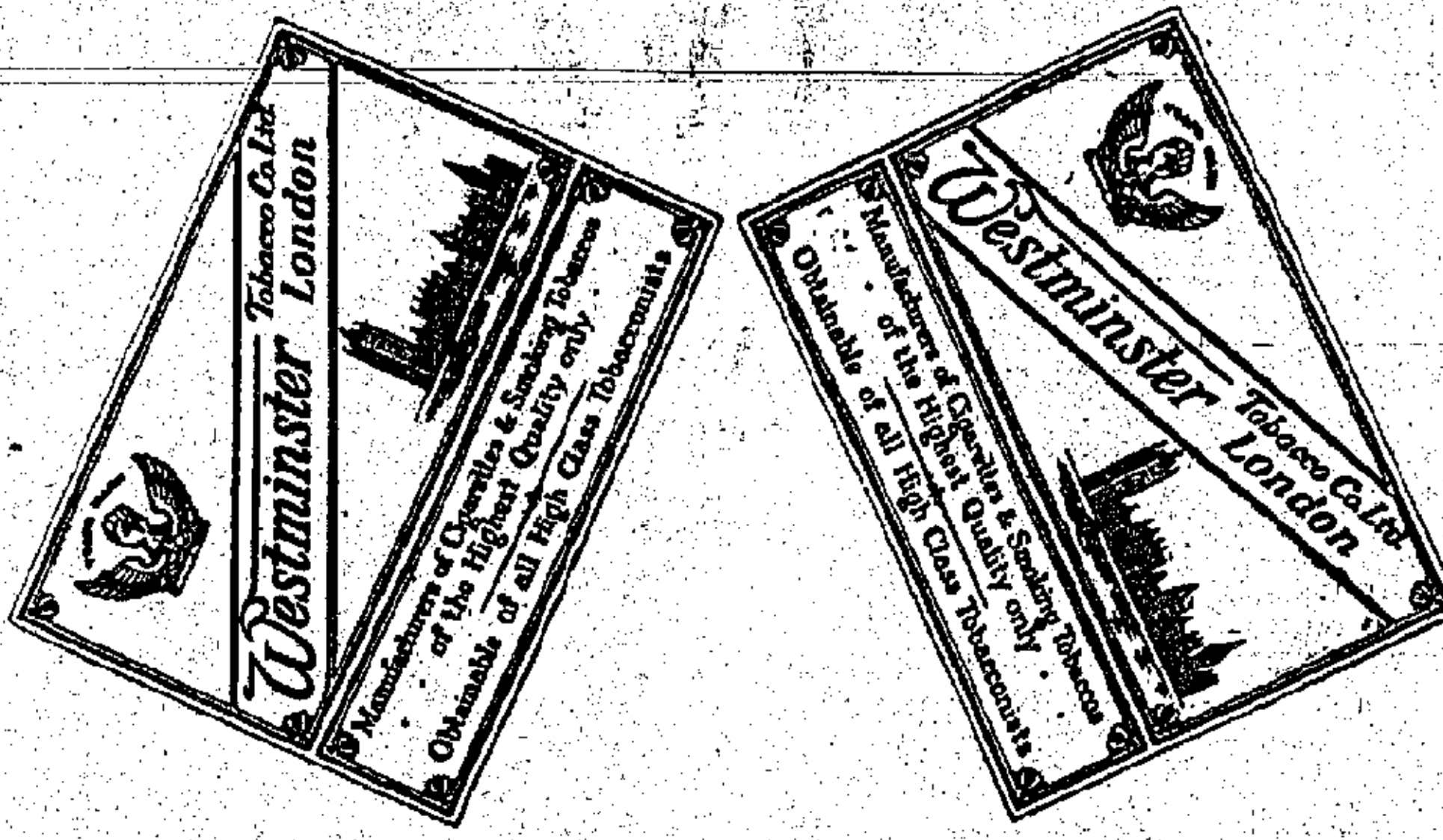
CANNOT BE WRENCHED OFF. DUST-PROOF.

NOPAD LOCKS ARE REQUIRED WITH THESE.

INSPECTION INVITED.

NOTICE

TO ALL SMOKERS.



WE beg to inform the Public that the Prices of our Brands of Tobacco and Cigarettes have not been advanced. Should it be necessary at a later date to Advance Prices due Notice will be given.

The present retail Prices are:—

CIGARETTES.

WESTMINSTER TURKISH "SPECIALS" \$1.25 PER TIN OF 50 CIGARETTES.
WESTMINSTER "RECESS" No. 44 0.85 PER TIN OF 50 CIGARETTES.
WESTMINSTER "AIDE-DE-CAMP" No. 22 0.70 PER TIN OF 50 CIGARETTES.
WESTMINSTER "REGENT" 0.15 PER TIN OF 10 CIGARETTES.

TOBACCOS.

SMOKING MIXTURE - \$1.00 PER 1/2 LB. TIN.
SLICED PLUG TOBACCO - 0.70 " " "
AMULET MIXTURE - 1.10 " " "

WESTMINSTER TOBACCO CO., LTD.

18, BANK BUILDINGS, HONGKONG.

Hongkong, 8th August, 1914.

(b) That the word "Half" be struck out of the 18th line of Article 174 and also out of the 6th line of Article 176.

(i) That the word "twice" and the words "the 30th day of June and 5 of Article 176" be struck out of lines 4 and 5 of Article 176 and that the word "once" be adopted and substituted for the word "twice" in the fourth line thereof.

(j) That the words "or the Ordinary Half-Yearly" and the words "as the case may be" be struck out of lines 10 and 11 of Article 177.

Should the Second Resolution be passed by the required majority, it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Court of Directors.
(Signed) A. G. STEPHEN,
Acting Chief Manager.

Hongkong, 21st July, 1914.

TO PARENTS.

ST. JOSEPH'S COLLEGE, MACAO.

BOARD, Lodging and Education at most moderate terms. Portuguese, Chinese, French, etc. Complete commercial course in English. Opens 1st September.

Apply—
Rector,
Care of "Daily Press" Office.
Hongkong, 10th August, 1914.

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work. We Guarantee our Qualifications, but ask our Price, which is standard and reasonable. Ring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,
Manager,
6, Des Vaux Road Central (First Floor).

Telephone No. 650.
Hongkong, 15th May, 1914.

TO LET

TO LET.

From 1st September, 1914.
IN CANTON on SHAMSHEN LOT 55. The premises now in the occupation of the Bank of Taiwan, Ltd.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 8th August, 1914.

TO LET—IMMEDIATE POSSESSION.

No. 5, MORRISON HILL, fully furnished. 6-Roomed House and Four Bedrooms.
Apply—
HARRY WICKING & Co.,
84, George's Building,
Hongkong, 7th August, 1914.

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS.
Apply—
SECRETARY,
A. S. WATSON & Co., Ltd.
Hongkong, 8th July, 1914.

TO LET.

FLATS, "WILD DILL," No. 147, Wanchai Road, newly built, each Flat with 3 Rooms, Kitchen, Bathroom and Servants' Quarters. "THE DRUM," No. 83, Peak.
Apply to—
SANG KEE
Care of COMPAGNIE DEPARTEMENT, HONGKONG AND SHANGHAI BANKING CORPORATION.
Hongkong, 9th July, 1914.

TO LET.

3 ROOMS, suitable for Offices, on the Ground Floor of Bello Buildings, 31, Wyndham Street.
Apply to—
P. A. XAVIER,
Care of Hongkong Printing Press.
Hongkong, 11th July, 1914.

TO LET.

HOUSES in Kowloon, Furnished or Unfurnished. Immediate possession.
Apply to—
SPANISH DOMINICAN PROCUSSION.
Hongkong, 11th August, 1914.

TO LET—FURNISHED.

BURRINGTON, No. 128, PEAK, from 1st September till 15th October.
Apply to—
H. E. POLLOCK,
5, Queen's Road Central
Hongkong, 1st August, 1914.

TO LET.

TOP FLAT, Humphrey's Buildings, Kowloon. Immediate occupation if desired.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 1st August, 1914.

TO LET.

OFFICES in Hotel Mansions. From 1st September next.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 8th July, 1914.

TO LET.

From 1st September, 1914.
HOUSE, No. 5, Conduit Road. Fine View of Harbour. Newly painted and repaired. For further particulars, apply to—
H. M. H. NEMAZEE,
Hongkong, 24th July, 1914.

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 17th June, 1914.

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds—
Sterling ... \$1,500,000 at 2/- \$15,000,000
Silver ... \$17,500,000
Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. LANDALE—Chairman.
W. L. PATTERSON, Esq.—Deputy Chairman.

S. H. DODWELL, Esq. | P. H. HOLYOAK, Esq.
G. T. M. EDWARDS, Esq. | J. A. PHILLIPS, Esq.
C. S. GUBBAY, Esq. | Hon. Mr. E. SHELLIN.

CHIEF MANAGER: HONGKONG—N. J. STARR.

ACTING MANAGER: SHANGHAI—J. D. SMITH.

LONDON BANKERS: LONDON COUNTRY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of Two per cent. per annum on the Daily Balance. On Fixed Deposits.

For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

A. G. STEPHEN,
Acting Chief Manager.
Hongkong, 8th August, 1914.

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1858.
HEAD OFFICE—LONDON.

Paid-up Capital ... \$1,200,000
Reserve Fund ... \$1,800,000
Reserve Liability of Proprietors \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 8th June, 1914.

THE BANK OF TAIWAN, LIMITED.

(Incorporated by Special Imperial Ordinance)

Capital Subscribed ... Yen 10,000,000
Capital Paid-up ... " 7,495,250
Reserve Funds ... " 8,430,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Amoy, Kinkiang, Shanghai, Batavia, Kobe, Singapore, Bombay, London, Swatow, Calcutta, Manila, Tientsin, Canton, Moji, Taku, Dairen, Nagasaki, Takao, Poochow, Newchwang, Tamsui, Hongkong, New York, Tokyo, Kagi, Osaka, Yokohama, Keelung, San Francisco, Etc.

HONGKONG OFFICE, 8, DES Vaux ROAD.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 19th February, 1914.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Acting Chief Manager.

Hongkong, 14th May, 1914.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, WALL STREET, NEW YORK. LONDON OFFICE: 55, BISHOPSGATE, E.C.

BRANCHES: Bombay, Kobe, Calcutta, Manila, Canton, Mexico, Cebu, Panama, Colon, Peking, Empire, San Francisco, Hongkong, Shanghai, Hankow, Yokohama.

CAPITAL AND SURPLUS Gold \$7,000,000 equal \$2,800,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted. CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed. GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 21st October, 1913.

NEDERLANDSCH-INDISCH BANK.

(Netherlands India Commercial Bank.) ESTABLISHED 1863.

Authorised Capital Fl. 80,000,000 (25,000,000) Paid-up Capital ... Fl. 17,407,000 (£1,407,000) Reserve Fund ... Fl. 6,518,000 (£541,800)

HEAD OFFICE: AMSTERDAM. HEAD AGENT: BATAVIA.

LONDON BANKERS: THE WILLIAMS DRAUGHTS BANK. SWISS BANK CORP.

The Bank transacts every description of Banking and Exchange business, receives money on Current Accounts and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager, No. 8, Des Vaux Road Central, Hongkong, 3rd October, 1913.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital ... £1,500,000 Subscribed ... " 1,125,000 Paid-up ... " 562,500 Reserve Fund ... " 465,000

BANKERS: BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted. INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

Hongkong, 10th July, 1914.

Cater & Palmer & Co.
The Wine Merchants of the East.

INAPIER - JOHNSTONE'S

"SQUARE BOTTLE" WHISKY.

UNVARIED FOR OVER 150 YEARS.

THE SAME TO-DAY AS IN 1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED
MASSAGE (with diploma in
Physiology and Anatomy), will be pleased
to give Massage, under medical supervision.
Address—NONURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 30th July, 1914.

No Household

can be really happy if any of its members
are ailing. Sound health in a family is a
boon priceless beyond words, and without it,
success and felicity are practically impos-
sible. Much illness is positively unneces-
sary and is occasioned chiefly by neglect.
Much anxiety given on this account to men
and women is, therefore, avoidable. It is
of the utmost importance that a reliable
remedy should always be at hand to relieve
the earliest symptoms of indisposition.
Beecham's Pills are an excellent household
medicine—safe to take and sure in their
curative results. No home

Should Be Without

them. They exercise a beneficial effect
upon the liver, stomach, kidneys and
bowels. They give speedy relief, and, in
time, they remove most of the ailments
connected with these important organs.
Attacks of biliousness, constipation, flatu-
lence, headache, dyspepsia and other dis-
orders of the digestive system are speedily
dispelled by

**BEECHAM'S
PILLS.**

There is yet another point that you
should mark on the label of your memory.
Beecham's Pills, in addition to their ac-
knowledge value in kidney, liver, and
stomach disorders, have a specially bene-
ficial effect in such conditions as are neces-
sary to women, many of whom endure needless
pain and ill-health through ignorance of
this important fact.

Sold everywhere in boxes,
price 3/6 (36 pills) 1/11 (156 pills) & 2/9 (156 pills).



CHAPOTEAUT'S MORRHUOL

Superior to Emulsions or Cod
Liver oil.

Each tiny Morrhua capsule re-
presents the medicinal value of a
teaspoonful of oil.

Recommended at the Paris Aca-
demy of Medicine, for loss of
appetite and flesh, to patients with
consumptive tendencies.

Sold in bottles of 100 Capsules.
Sold by all Chemists.

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES RHEUMATISM, GOUT, NEURALGIA, MIGRAINE,
THERAPION No. 2
CURES EPILEPSY, Hysteria, Hysterical Blindness,
THERAPION No. 3
CURES CHRONIC WOUNDS, DRAGS, LOCK JAW, ETC.
SOLELY PREPARED BY DR. J. L. CHAPOTEAUT, CHIRURGEEN,
HOSPITAL OF ST. LOUIS, PARIS.
SOLELY PREPARED BY DR. J. L. CHAPOTEAUT, CHIRURGEEN,
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SOLELY PREPARED BY DR. J. L. CHAPOTEAUT, CHIRURGEEN,
HOSPITAL OF ST. LOUIS, PARIS.

BRITISH EMPIRE COTTON.

The report of the British Cotton
Growing Association for 1913 reveals that
enterprise in a satisfactory position, and
shows that steady progress is being made
in carrying out what at first seemed to be
rather a hopeless task. The response to
the efforts of the Association in the early
years of its existence were undoubtedly
unsatisfactory. It was long before Lan-
cashire would take the matter up seriously,
and but for the assistance afforded by the
government there is little doubt that the
Association must have collapsed. As it
is, the work done has steadily grown, and
from handling a total of 16,713 bales worth
£224,888 in 1903 the Association has
advanced to dealing with 47,463 bales
worth £661,227 in 1913. The Association
also does a substantial business in pro-
viding machinery, buildings, stores, etc.,
for cotton growing work. In 1910 the
amount of this work was valued at £24,100,
but in 1913 it had grown to over £54,000.
The total capital of the Association which
was fixed at £500,000 has even yet not
been completely raised, but the deficit was
largely reduced during the year, and the
balance outstanding is only £18,080, which,
it is hoped, will be contributed by the
Federation of Master Cotton Spinners'
Association, the North and North-East
Lancashire Cotton Spinners' and Manu-
facturers' Association, and the operatives
and co-operative societies. The income of
the Association is derived partly from
commissions on the sales of cotton and
seed effected through it, and on the
machinery etc., which it supplies, and
partly from interest on capital advanced
for the purpose of establishing ginneries
and financing crops. The sums received
in these two ways in 1913 amounted to
£4,363 and £6,180 respectively, being in
either case a substantial increase on the
figures of the preceding year. But there
is urgent need for the raising of more
capital if the Association is to continue
to extend its work. For this purpose
at least £100,000 extra is essential, and
the Association have at present no prospect
of being able to raise this sum. The share-
holders of course receive no interest on
their money and it is apparently difficult
to secure the proper interest of the firms
of Lancashire in the importance of the
work.

The extent to which the operations of
the Association have stimulated the
growth of cotton in the Empire is seen
from the fact that in 1908 the total amount
of cotton grown in new fields opened up
by their exertions was only 20,300 bales
valued at £330,000. In 1913 the figures
are 78,800 and £1,171,000, and the increase
has been steady and continuous, so that
the prospects for 1914 are better than ever.
The imperial grant of £10,000 for work
in Nigeria, the Gold Coast and Nyasaland
which was renewed during the year for a
further term of three years has been
supplemented by the guaranteed loans of
£3,000,000 each for cotton development in
the Sudan and for transport facilities in
the Sudan and East Africa, and of
£500,000 for railway and other facilities
in Uganda and East Africa. It is
perhaps too much to claim, as the Associa-
tion in effect do, that the whole credit for
the guarantee of these loans rests with
their work, but it is fair to admit that
but for the potentialities of cotton and
its fundamental importance to Lancashire
there would have been little disposition
on the part of the government to take
the necessary decision to give these loans
their chance of success. Although the
substantial success of the work is clear,
there is much variation in the results from
year to year, and the Association seem
hardly able to accommodate themselves to
the fundamental fact of the variation in
the product of the different seasons and
other changes caused by local varieties of
circumstances.

The highest hopes of the Association are
centred in the irrigation of the Gezira
plain in the Sudan which is shortly to be
undertaken. The irrigation works, how-
ever, cannot be ready for at least four
years, and only gradually can their full
result be reaped. In the meantime
the excellent progress is being made at
the government plantation at Tayiba, and
the Sudan Plantations Syndicate at
Zeidab had a record year. The disadvan-
tages of reliance on water were shown
clearly by the failure of the rain crop in
the Wad Medani district. Australia,
which has hitherto been regarded as out-
side the sphere of possible success in
cotton growing, has again been brought
within the range of possibility by the
efforts of the Dominion Royal Commission
seconded by the willingness of the
Association to lend its aid, and by the
co-operation of the Commonwealth and
Queensland governments.

STANDARDISED DANCES.

Mr. J. D. Macnaughton, in his presi-
dential address at the annual conference
of the British Association of Teachers of
Dancing, at the Holborn Restaurant,
stated that the tango, as they knew it,
with all its artistic merits, and as they
had seen it with its audacious and in
some cases indecencies, had had its day,
and should it fall altogether into oblivion
it would not be much regretted excepting
by a few devotees. The original tango
might have been voluptuous and its
present form might be refined and grace-
ful but, after all, it was not a real ball-
room dance.

The people who could afford to take up
a dance of such intricacy were far re-
moved in every way from the commer-
cial and professional classes, from which
most of them obtained their pupils, and
he was bound to say from experience that
for every individual pupil who had
learned the dance there were thousands
who refused to give either the time or
the money in order to acquire it. This
marked it at once as a speciality, and
from the point of view of giving the
greatest pleasure to the greatest number
it was out of place on an ordinary ball
programme.

The president spoke of the standardiza-
tion of dances and urged the appointment
of a national council to issue a standard
list and remove perplexities. That raised
the thorny question of national registra-
tion, which he hoped would be brought
prominently before the Association.
Meanwhile, as business men and women,
they could not altogether discountenance

WM. POWELL, LTD.

TELEPHONE 346.

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THIN CRYSTAL GLASSWARE.



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PATENTED ROOFING TILES.

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TO
JAPAN**

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PACIFIC MAIL S.S. CO.
TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD 1st JUNE-31st OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00. KOBE \$135.00. YOKOHAMA \$150.00.

Tickets are interchangeable for return by any steamer of above-named Companies and
include Rail between Japan Ports of call if desired.
Passengers may go and/or return via MANILA without additional charge by steamers
calling at that Port so indicated in schedule of sailings shown below.
The Steamers operated by the Companies named are the largest fastest and most luxurious
on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

FROM JAPAN.				TO JAPAN.			
YOKOHAMA LEAVE	KOBE LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE	STEAMER	HONGKONG LEAVE	NAGASAKI ARRIVE	KOBE ARRIVE
8 Aug.	7 Aug.	9 Aug.	17 Aug.	MANCHURIA	18 Aug.	24 Aug.	27 Aug.
13 "	14 "	16 "	22 "	TENYO MARU	23 "	29 "	31 "
17 "	18 "	20 "	26 "	NILE	27 "	3 Sept.	30 "
22 "	23 "	25 "	31 "	OF GUINIA	28 "	4 Sept.	7 "
27 "	28 "	30 "	5 Sept.	SHIPON MARU	30 "	6 Sept.	9 "
31 "	32 "	34 "	9 Sept.	OF GUINIA	31 "	7 Sept.	10 "
5 Oct.	6 Oct.	8 Oct.	13 Oct.	OF GUINIA	32 "	8 Sept.	11 "
10 "	11 "	13 "	18 Oct.	OF GUINIA	33 "	9 Sept.	12 "
15 "	16 "	18 "	23 Oct.	OF GUINIA	34 "	10 Sept.	13 "
20 "	21 "	23 "	28 Oct.	OF GUINIA	35 "	11 Sept.	14 "
25 "	26 "	28 "	31 Oct.	OF GUINIA	36 "	12 Sept.	15 "
30 "	31 "	33 "	5 Nov.	OF GUINIA	37 "	13 Sept.	16 "
5 Nov.	6 Nov.	8 Nov.	10 Nov.	OF GUINIA	38 "	14 Sept.	17 "
10 Nov.	11 Nov.	13 Nov.	15 Nov.	OF GUINIA	39 "	15 Sept.	18 "
15 Nov.	16 Nov.	18 Nov.	20 Nov.	OF GUINIA	40 "	16 Sept.	19 "
20 Nov.	21 Nov.	23 Nov.	25 Nov.	OF GUINIA	41 "	17 Sept.	20 "
25 Nov.	26 Nov.	28 Nov.	30 Nov.	OF GUINIA	42 "	18 Sept.	21 "
30 Nov.	1 Dec.	3 Dec.	5 Dec.	OF GUINIA	43 "	19 Sept.	22 "
5 Dec.	6 Dec.	8 Dec.	10 Dec.	OF GUINIA	44 "	20 Sept.	23 "
10 Dec.	11 Dec.	13 Dec.	15 Dec.	OF GUINIA	45 "	21 Sept.	24 "
15 Dec.	16 Dec.	18 Dec.	20 Dec.	OF GUINIA	46 "	22 Sept.	25 "
20 Dec.	21 Dec.	23 Dec.	25 Dec.	OF GUINIA	47 "	23 Sept.	26 "
25 Dec.	26 Dec.	28 Dec.	31 Dec.	OF GUINIA	48 "	24 Sept.	27 "
30 Dec.	31 Dec.	3 Jan.	5 Jan.	OF GUINIA	49 "	25 Sept.	28 "
5 Jan.	6 Jan.	8 Jan.	10 Jan.	OF GUINIA	50 "	26 Sept.	29 "
10 Jan.	11 Jan.	13 Jan.	15 Jan.	OF GUINIA	51 "	27 Sept.	30 "
15 Jan.	16 Jan.	18 Jan.	20 Jan.	OF GUINIA	52 "	28 Sept.	31 "
20 Jan.	21 Jan.	23 Jan.	25 Jan.	OF GUINIA	53 "	29 Sept.	1 Oct.
25 Jan.	26 Jan.	28 Jan.	30 Jan.	OF GUINIA	54 "	30 Sept.	2 Oct.
30 Jan.	31 Jan.	3 Feb.	5 Feb.	OF GUINIA	55 "	1 Oct.	3 Oct.
5 Feb.	6 Feb.	8 Feb.	10 Feb.	OF GUINIA	56 "	2 Oct.	4 Oct.
10 Feb.	11 Feb.	13 Feb.	15 Feb.	OF GUINIA	57 "	3 Oct.	5 Oct.
15 Feb.	16 Feb.	18 Feb.	20 Feb.	OF GUINIA	58 "	4 Oct.	6 Oct.
20 Feb.	21 Feb.	23 Feb.	25 Feb.	OF GUINIA	59 "	5 Oct.	7 Oct.
25 Feb.	26 Feb.	28 Feb.	30 Feb.	OF GUINIA	60 "	6 Oct.	8 Oct.
30 Feb.	1 Mar.	3 Mar.	5 Mar.	OF GUINIA	61 "	7 Oct.	9 Oct.
5 Mar.	6 Mar.	8 Mar.	10 Mar.	OF GUINIA	62 "	8 Oct.	10 Oct.
10 Mar.	11 Mar.	13 Mar.	15 Mar.	OF GUINIA	63 "	9 Oct.	11 Oct.
15 Mar.	16 Mar.	18 Mar.	20 Mar.	OF GUINIA	64 "	10 Oct.	12 Oct.
20 Mar.	21 Mar.	23 Mar.	25 Mar.	OF GUINIA	65 "	11 Oct.	13 Oct.
25 Mar.	26 Mar.	28 Mar.	30 Mar.	OF GUINIA	66 "	12 Oct.	14 Oct.
30 Mar.	31 Mar.	3 Apr.	5 Apr.	OF GUINIA	67 "	13 Oct.	15 Oct.
5 Apr.	6 Apr.	8 Apr.	10 Apr.	OF GUINIA	68 "	14 Oct.	16 Oct.
10 Apr.	11 Apr.	13 Apr.	15 Apr.	OF GUINIA	69 "	15 Oct.	17 Oct.
15 Apr.	16 Apr.	18 Apr.	20 Apr.	OF GUINIA	70 "	16 Oct.	18 Oct.
20 Apr.	21 Apr.	23 Apr.	25 Apr.	OF GUINIA	71 "	17 Oct.	19 Oct.
25 Apr.	26 Apr.	28 Apr.	30 Apr.	OF GUINIA	72 "	18 Oct.	20 Oct.
30 Apr.	1 May.	3 May.	5 May.	OF GUINIA	73 "	19 Oct.	21 Oct.
5 May.	6 May.	8 May.	10 May.	OF GUINIA	74 "	20 Oct.	22 Oct.
10 May.	11 May.	13 May.	15 May.	OF GUINIA	75 "	21 Oct.	23 Oct.
15 May.	16 May.	18 May.	20 May.	OF GUINIA	76 "	22 Oct.	24 Oct.
20 May.	21 May.	23 May.	25 May.	OF GUINIA	77 "	23 Oct.	25 Oct.
25 May.	26 May.	28 May.	30 May.	OF GUINIA	78 "	24 Oct.	26 Oct.
30 May.	31 May.	3 Jun.	5 Jun.	OF GUINIA	79 "	25 Oct.	27 Oct.
5 Jun.	6 Jun.	8 Jun.	10 Jun.	OF GUINIA	80 "	26 Oct.	28 Oct.
10 Jun.	11 Jun.	13 Jun.	15 Jun.	OF GUINIA	81 "	27 Oct.	29 Oct.
15 Jun.	16 Jun.	18 Jun.	20 Jun.	OF GUINIA	82 "	28 Oct.	30 Oct.
20 Jun.	21 Jun.	23 Jun.	25 Jun.	OF GUINIA	83 "	29 Oct.	31 Oct.
25 Jun.	26 Jun.	28 Jun.	30 Jun.	OF GUINIA	84 "	30 Oct.	1 Nov.
30 Jun.	1 Jul.	3 Jul.	5 Jul.	OF GUINIA	85 "	31 Oct.	2 Nov.
5 Jul.	6 Jul.	8 Jul.	10 Jul.	OF GUINIA	86 "	1 Nov.	3 Nov.
10 Jul.	11 Jul.	13 Jul.	15 Jul.	OF GUINIA	87 "	2 Nov.	4 Nov.
15 Jul.	16 Jul.	18 Jul.	20 Jul.	OF GUINIA	88 "	3 Nov.	5 Nov.
20 Jul.	21 Jul.	23 Jul.	25 Jul.	OF GUINIA	89 "	4 Nov.	6 Nov.
25 Jul.	26 Jul.	28 Jul.	30 Jul.	OF GUINIA	90 "	5 Nov.	7 Nov.
30 Jul.	31 Jul.	3 Aug.	5 Aug.	OF GUINIA	91 "	6 Nov.	8 Nov.
5 Aug.	6 Aug.	8 Aug.	10 Aug.	OF GUINIA	92 "	7 Nov.	9 Nov.
10 Aug.	11 Aug.	13 Aug.	15 Aug.	OF GUINIA	93 "	8 Nov.	10 Nov.
15 Aug.	16 Aug.	18 Aug.	20 Aug.	OF GUINIA	94 "	9 Nov.	11 Nov.
20 Aug.	21 Aug.	23 Aug.	25 Aug.	OF GUINIA	95 "	10 Nov.	12 Nov.
25 Aug.	26 Aug.	28 Aug.	30 Aug.	OF GUINIA	96 "	11 Nov.	13 Nov.
30 Aug.	1 Sep.	3 Sep.	5 Sep.	OF GUINIA	97 "	12 Nov.	14 Nov.
5 Sep.	6 Sep.	8 Sep.	10 Sep.	OF GUINIA	98 "	13 Nov.	15 Nov.
10 Sep.	11 Sep.	13 Sep.	15 Sep.	OF GUINIA	99 "	14 Nov.	16 Nov.
15 Sep.	16 Sep.	18 Sep.	20 Sep.	OF GUINIA	100 "	15 Nov.	17 Nov.

† Returning via Manila. ‡ Going via Manila.
Steamers proceeding via Manila do not call at Shanghai.

the freak dances, standardized or not, but
they must educate their pupils to shun
everything unseemly and appreciate all
that was good.

CURIOUS WATERLOO STORY.

The late General Butler had a curious
story to tell about a visit to the field of
Waterloo, which enthusiasts want to save
from the builders' encroachments. Accord-
ing to Butler, a certain man visited the
historic battlefield on June 3rd, 1826, and
left the following entry in the visitors'
book, which, at that time, was kept in
the farmhouse of La Belle Alliance: "I
this day visited the field of Waterloo,
where Napoleon, by the misconduct of an
officer, was obliged to yield the palm of
victory to superior numbers, and that
his son may one day avenge his death,
and shake Europe to its centre, is the
wish of a sincere American." This
"sentiment" was signed "Junius Brutus
Booth, citizen of the United States." Thirty-
nine years later the writer's son,
J. Wilkes Booth, shot Abraham Lincoln
in a Washington theatre, and a continent
was shaken to its centre.

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ELECTRICAL AND MECHANICAL ENGINEERS.
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GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing
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100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
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50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager, can be seen between the hours of 11 A.M. and 12 Noon
at the Town Office.

BUTTERFIELD & SWIRE.

VESSELS EXPECTED.

MERCHANT STEAMERS.

The str. *Kentucky* left Singapore on the 11th August, and is due here on the 17th August.
The Mogul Line str. *Erroll* left United Kingdom on the 11th July, and is due to arrive here on or about the 23rd August.
The str. *Tanda* left Calcutta 8th August, and may be expected here on or about the 24th August.

SHIRE LINE, LIMITED.

Carnarvonshire, from Vancouver, is due in Hongkong 28th August.

PASSENGERS.

DEPARTED.

Per *Ats Maru*, for Seattle, etc., Mr. and Mrs. Shinn, Mr. Hoy, Mr. and Mrs. McIntyre, Mr. B. Asano, Mr. J. W. Combs, Mr. and Mrs. Charles Esger, Miss S. Nagasawa and Mr. Nomura.

PASSED THE CANAL.

July 10th—*Laomedon*.
July 14th—*Achilles*, *Glentworth*, *Sachsen*, *Satsuma*, *Wakasa Maru*, *Furst Bulow*, *Nouara*.
July 17th—*Meinam*, *Scandia*, *Vorwarts*.
July 21st—*Brasilia*, *Cordillero*, *Goeben*, *Indrani*, *Nippon*, *Orestes*.
July 24th—*Perseus*, *Phenias*.
July 28th—*Benary*, *Canton*, *Glennroy*, *Maehoon*, *Myrmidon*, *Rubia*, *Peking*, *Savona*, *Sithonia*, *Nellere*.
July 28th—*Ville de la Ciotat*, *Wurtemberg*.
July 31st—*Miyasaki Maru*, *Aenne*, *Rickmers*, *Helgoland*.
July 31st—*Deucalion*, *Keenun*.

WEATHER REPORT.

On the 13th at 11.40 a.m.—Pressure is nearly stationary over N.E. China and Indo-China. It has decreased rather considerably at Koshu and Apari, and slightly over S.E. China.

No returns from Japanese stations.

At 6 a.m. this morning the typhoon was in about latitude 21 deg. and longitude 122 deg. E. travelling N.W. or N.W.W.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.13 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.

FORECAST.

Hongkong & Neighbourhood N.W. winds, freshening; fine.

Formosa Channel ... North-easterly gale.

South coast of China between (The same as Hongkong and Hainan) No. 1.

South coast of China between (The same as Hongkong and Hainan) No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 13th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 2 p.m.	at 2 p.m.
Barometer	29.87	29.57	29.60
Temperature	87	82	90
Humidity	70	89	11
Wind Direction	West	West	West
Force	2	1	3
Weather	c	b	b
Rain	—	0.13	—

Highest open air temperature on 12th 91

Lowest open air temperature on 12th 81

HONGKONG TIDE TABLE.

From 14th to 20th August, 1914

Days of Week	Days of Month	HIGH WATER		LOW WATER	
		H'g. Mean Time	H'g. Height	H'g. Mean Time	H'g. Height
Fri.	14	11.51	5.4	10.12	3.2
Satur.	15	12.55	5.7	11.46	2.8
Sun.	16	13.49	6.0	10.42	2.3
Mon.	17	14.46	6.3	11.36	1.8
Tues.	18	15.57	6.8	12.41	1.3
Wed.	19	16.53	7.3	12.40	0.9
Thurs.	20	17.44	7.7	13.53	0.6

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE and MOJI	"YATSHING"	Saturday, 15th Aug., Noon.
MANILA	"LOONGSANG"	Saturday, 15th Aug., 2 p.m.
SHANGHAI	"WOSANG"	Tuesday, 18th Aug., 11 a.m.
YOKOHAMA, KOBE and MOJI	"NAMSANG"	Thursday, 20th Aug., Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Thursday, 20th Aug., 2 p.m.
MANILA	"YUENSANG"	Saturday, 22nd Aug., 2 p.m.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Monday, 24th Aug., 2 p.m.

RETURN TOURS TO JAPAN.

The Steamers "Kureang" and "Laisang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Kureang" and "Laisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
These vessels are also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bill of Lading to Y'ass, Oshio, T'ain, Dalu, W'wai, T'ain and N'ohwang.
Telephone No. 915, Sub. Exch. 4.
Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
Hongkong, 14th August, 1914.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 18th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	NILS	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 19th inst.
LONDON & ANTWERP	CARNARVONSHIRE	Jan. str.	—	JARDINE, MATHESON & Co., Ltd.	JARDINE, MATHESON & Co., Ltd.	On 21st inst.
MADEIRA VIA SAIGON, SINGAPORE, COLOMBO, PORT SAID	AMAZON	Jan. str.	—	Costa	MESSAGERIES MARITIMES	Quick despatch.
MADEIRA, LONDON & ANTWERP VIA SINGAPORE, &c.	KATORI MARU	Jan. str.	—	Murai	NIPPON YUSEN KAISHA	On 25th inst., at 10 a.m.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	PANAMA MARU	Jap. str.	—	J. Kanoo	OSAKA SHOSHN KAISHA	On 19th inst., at 4 p.m.
VICTORIA, B.C., & TACOMA VIA KEELUNG, SHAL, &c.	SADO MARU	Jap. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	On 25th inst., at 4 p.m.
VICTORIA, B.C., & TACOMA VIA KEELUNG, SHAL, &c.	SEATTLE MARU	Jap. str.	—	T. Saito	OSAKA SHOSHN KAISHA	On 28th Sept., at 4 p.m.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND	MHIKONTHSHIRE	Brit. str.	—	M. S. DOLLAR	JARDINE, MATHESON & Co., Ltd.	On 3rd inst.
NEW YORK	ST. ROBERT	Brit. str.	—	—	DODWELL & Co., Ltd.	About 25th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	A. J. Bailey	CANADIAN PACIFIC R. Co.	On 15th Sept., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIPPON MARU	Jap. str.	—	A. G. Stevens	TOYO KAISEN KAISHA	On 6th Sept.
SAN FRANCISCO VIA HEBELUNG SHAI & JAPAN, &c.	MARSHURIA	Am. str.	—	A. Dixon	PAACIFIC MAIL S.S. Co.	On 18th inst.
AMERICAN PORTS VIA MANILA	SEIKO MARU	Jap. str.	—	E. Finlayson	TOYO KAISEN KAISHA	On 3rd Oct.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	K. Soyeda	BUTTERFIELD & SWIRE	To-day.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
JAPAN	EMPIRE	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 28th inst., at 10 a.m.
YOKOHAMA, KOBE & MOJI	TIPODAS	Dut. str.	—	—	JAVA-CHINA-JAPAN LLOYD	Quick despatch.
YOKOHAMA, KOBE & MOJI	NAMSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at Noon.
YOKOHAMA, KOBE & MOJI	TANDA	Brit. str.	—	—	DAVID BARROON & Co., Ltd.	On 29th inst.
KOBE & YOKOHAMA	MISHIMA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 27th inst., at 11 a.m.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at 5 p.m.
MOJI & KOBE	KANAGAWA MARU	Jap. str.	—	T. A. Mitchell	NIPPON YUSEN KAISHA	To-day.
SINGAPORE, PENANG & CALCUTTA	FOONHANG	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 2 p.m.
WEIHAIWEI & TIENTSIN	KURICHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 19th inst., at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	CORDELLINE	Brit. str.	—	—	MESSAGERIES MARITIMES	Quick despatch.
SHANGHAI	YINGHONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 2 p.m.
SHANGHAI, KOBE & MOJI	LIANGHONG	Brit. str.	1 m.	L. Jones	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI	WOSANG	Brit. str.	—	W. Benson	BUTTERFIELD & SWIRE	On 17th inst., at 3 p.m.
SHANGHAI MOJI, KOBE & YOKOHAMA	NUBIA	Brit. str.	—	F. J. Fox	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	KIRIN MARU	Jap. str.	—	Nakamura	P. & O. S. N. Co.	About 20th inst.
SHANGHAI	TIJMANHOK	Oct. str.	—	—	NIPPON YUSEN KAISHA	On 26th inst.
SHANGHAI	ARADIA	Brit. str.	—	S. Barham	JAVA-CHINA-JAPAN LLOYD	Quick despatch.
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSHN KAISHA	About 27th inst.
AMOI & TAKAO VIA SWATOW & AMOY	SOBU MARU	Jap. str.	—	K. Hattori	OSAKA SHOSHN KAISHA	On 26th inst., at 2 p.m.
TAMUUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	S. Tokushige	OSAKA SHOSHN KAISHA	On 19th inst., at 10 a.m.
SWATOW	HAIMON	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIR & Co.	On 16th inst., at Noon.
SWATOW, AMOI & FOOCHOW	SATTAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIR & Co.	On 18th inst., at 11 a.m.
SWATOW, AMOI & FOOCHOW	HAIVANG	Brit. str.	2 h.	A. B. Hodgins	DOUGLAS LAFRAIR & Co.	Quick despatch.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 2 p.m.
MANILA, CEBU & LOILO	TAMINGO	Brit. str.	1 m.	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 3 p.m.
BATAVIA, CHERIBON, SAMARANG, &c.	TIJMAHI	Dut. str.	—	Pennafather	BUTTERFIELD & SWIRE	On 25th inst., at 4 p.m.
BOMBAY VIA SINGAPORE & COLOMBO	COLOMBO MARU	Jap. str.	—	Sakamoto	JAVA-CHINA-JAPAN LLOYD	Quick despatch.
BOMBAY VIA SINGAPORE, PENANG & COLOMBO	SAIGON MARU	Jap. str.	—	T. Yamaguchi	NIPPON YUSEN KAISHA	On 17th inst.
SINGAPORE, PENANG & CALCUTTA	GEORGY APON	Brit. str.	—	J. B. O'Sullivan	OSAKA SHOSHN KAISHA	On 25th inst., a.m.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	E. J. Todd	DAVID BARROON & Co., Ltd.	On 21st inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	CEYLON MARU	Jap. str.	—	Naguchi	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 2 p.m.
SINGAPORE, MAURITIUS, & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	D. A. Gardner	NIPPON YUSEN KAISHA	On 22nd inst.
HOIHOW, PARHAI & HAIPHONG	KAIPONG	Brit. str.	1 m.	H. Mathias	THE BANK LINE LIMITED	On 25th Oct.
					BUTTERFIELD & SWIRE	On 19th inst., at 10 a.m.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		FROM L'POOL		FROM VANCOUVER						
STAMERS	Hong-kong	Shai Wosung	Naga-saki	Kobe	Yoko-hama	Vancou-ver	Quebec	Liver-pool	Liver-pool	Quebec	STAMERS	Vancou-ver	Yoko-hama	Kobe	Naga-saki	Shai Wosung	Hong-kong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
EMPRESS OF INDIA	Wed'day 16 Sept.	19 Sept.	21 Sept.	23 Sept.	25 Sept.	7 Oct.	15 Oct.	22 Oct.	17 July	24 July	MONTEAGLE	29 July	14 Aug.	17 Aug.	Moji 19 Aug.	22 Aug.	25 Aug.
EMPRESS OF ASIA	Wed'day 30 Sept.	3 Oct.	4 Oct.	6 Oct.	8 Oct.	17 Oct.	22 Oct.	29 Oct.	24 July	31 July	EMPRESS OF RUSSIA	6 Aug.	17 Aug.	18 Aug.	Nagasaki 20 Aug.	24 Aug.	26 Aug.
EMPRESS OF JAPAN	Wed'day 14 Oct.	17 Oct.	19 Oct.	21 Oct.	23 Oct.	4 Nov.	12 Nov.	19 Nov.	7 Aug.	14 Aug.	EMPRESS OF INDIA	20 Aug.	3 Sept.	4 Sept.	Shanghai 8 Sept.	11 Sept.	
									21 Aug.	28 Aug.	EMPRESS OF ASIA	3 Sept.	14 Sept.	15 Sept.	Manila 17 Sept.	21 Sept.	23 Sept.

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC	VIA NEW YORK
EMPEROR OF RUSSIA	Meals and Sleeping	£71.10
EMPEROR OF ASIA	Car Berth across	£65 —
EMPEROR OF INDIA	Canada 20 additional.	£65 —
EMPEROR OF JAPAN		£43 —
MONTEAGLE		£45 —

Hour of Departure—All Steamers sail from Hongkong at Noon.
Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the "PACIFIC MAIL S.S. CO." or TOYO KISEN KAISHA.
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
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For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

SHIPPING

ARRIVALS.

CHANGSHA, British str., 1,463, C. Gambrell, 11th August—Melbourne 1st July.
July, General.—Butterfield & Swire.
DAIGO MARU, Japanese str., 890, Tokushige, 12th August—Swatow 11th August, General.—Osaka Shoshn Kaisha.
DELTA, British str., 4,780, W. R. Le May, 13th August—Shanghai 9th August, General.—P. & O. S. N. Co.
EMPEROR OF JAPAN, British str., 3,988, W. Dixon Hopecraft, 12th August—Vancouver 23rd July, General.—Canadian Pacific Railway Co.
HAIYANG, British str., 1,303, A. E. Hodgins, 12th August—Swatow 11th August, General.—Douglas Lapraik & Co.
HIMALAYA, British str., 4,780, Cooke, 13th August—Bombay, General.—P. & O. S. N. Co.
MANCHURIA, American str., 8,750, A. Dixon, 10th August—San Francisco 11th July, General.—Pacific Mail S.S. Co.
TAMON MARU No. 15, Japanese str., 1,842, Kobayashi, 12th August—Chingwang-tao 28th August, Coal.—Dodwell & Co.

DEPARTURES.

August 12th.
ANNU, British str., for Shanghai.
CHINA, American str., for Shanghai.
HAIMUN, British str., for Swatow.
KIRIN MARU, Japanese str., for London.
KASHIMA MARU, Japanese str., for Kobe.
LUZON MARU, Japanese str., for Moji.
NIPPO MARU, Japanese str., for Saigon.
SABINE RICKMERS, Dutch str., for Foochow.
TAISHUN, British str., for Shanghai.
TAIWAN MARU, Jap. str., for Hongkong.
TEAN, British str., for Manila.
TJIMAH, Dutch str., for Saigon.
August 13th.
ALBA, British str., for Manila.
AKI MARU, Japanese str., for Seattle.
BENLOMOND, British str., for Nagasaki.
EUMBAUS, British str., for Singapore.
HARMA MARU, Japanese str., for Moji.
IXION, British str., for Manila.
JASON, British str., for Shanghai.
KAIJO MARU, Japanese str., for Swatow.
KWEILIN, British str., for Shanghai.
LAERTES, British str., for Saigon.
MAUSANG, British str., for Saigon.
SHINSE MARU, Japanese str., for Moji.
SUNGKIAN, British str., for Hoehow.
TATARRAK, British str., for Swatow.
TYDEUS, British str., for Liverpool.
YETI MARU No. 2, Jap. str., for W'matsu.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS. THE Steamship

"ORIENTAL," Captain A. L. Valentini, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, about the 18th August, 1914, at Noon, taking Passengers and Cargo for the above Ports in connection with the "Co. S. S. 'Egbert'" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the "ARABIA," due in London on the 26th Sept. 1914. Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 3rd August, 1914.

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For NEW YORK.

S.S. "ST. EGEBERT" On or about 25th August.

For Freight and further information, apply to—

DODWELL & Co., Ltd., Agents, Hongkong, 23rd July, 1914.

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Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.

Hongkong, 15th April, 1914.

THE ROYAL MAIL STEAM PACKET COMPANY.

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